

2004

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

50

King William County
Town of West Point

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypass - Bypass Route
Truck 	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Annual Average Daily Traffic Volume Estimates By Section of Route
King William Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
30 King William Rd	King William County	7.75	3400	F	71%	1%	1%	6%	22%	0%	C	0.083	F	0.597	3600	F
30 King William Rd	King William County	4.37	4500	F	71%	1%	1%	6%	22%	0%	F	0.076	F	0.558	4600	F
30 King William Rd	King William County	8.39	4600	F	81%	1%	1%	2%	14%	0%	C	0.079	F	0.562	4700	F
30	King William County	8.34	2800	F	81%	1%	1%	2%	14%	0%	F	0.084	F	0.548	2900	F
30	King William County	5.62	3400	F	81%	1%	1%	2%	14%	0%	F	0.078	F	0.519	3500	F
30	Town of West Point (Maint: 50)	2.19	3400	N	81%	1%	1%	2%	14%	0%	N	0.078	N	0.519	3500	N
30 33	Town of West Point (Maint: 50)	0.25	16000	F	88%	1%	1%	2%	9%	0%	C	0.085	F	0.622	17000	F
33 30	Town of West Point (Maint: 50)	0.25	16000	F	88%	1%	1%	2%	9%	0%	C	0.085	F	0.622	17000	F
33	Town of West Point (Maint: 50)	0.48	15000	F	90%	1%	1%	2%	7%	0%	F	0.082	F	0.645	16000	F
296	Town of West Point (Maint: 50)	0.40	1100	F	93%	1%	1%	1%	4%	0%	C	0.088	F	0.53	1200	F
298	Town of West Point (Maint: 50)	0.53	590	F	97%	0%	2%	0%	1%	0%	C	0.095	F	0.552	610	F
298	Town of West Point (Maint: 50)	0.22	1900	F	97%	0%	2%	0%	1%	0%	F	0.092	F	0.634	1900	F
360 Richmond Tappahannock Hwy	King William County	2.32	18000	F	94%	0%	1%	1%	4%	0%	F	0.094	F	0.731	18000	F
360 Richmond Tappahannock Hwy	King William County	2.77	16000	F	94%	0%	1%	1%	4%	0%	C	0.095	F	0.729	17000	F
360 Richmond Tappahannock Hwy	King William County	3.34	13000	F	94%	0%	1%	1%	4%	0%	F	0.083	F	0.656	13000	F
						To:										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
King William County																	
(600)	1.30	30	R			From:	50-621								NA	NA	03/29/2004
(600)	4.35	250	R			To:	50-666								NA	NA	03/29/2004
(600)	2.40	220	R			From:	50-618								NA	NA	03/29/2004
(600)	2.75	480	F	86%	0%	1%	7%	6%	0%	F	0.093	F	0.745	490	F	2004	
(600)	1.86	490	F	86%	0%	1%	7%	6%	0%	F	0.089	F	0.562	500	F	2004	
(600)	2.39	1600	F	86%	0%	1%	7%	6%	0%	C	0.091	F	0.627	1600	F	2004	
(600)	2.68	1200	F	86%	0%	1%	7%	6%	0%	F	0.095	F	0.677	1300	F	2004	
(600)	2.87	720	F	86%	0%	1%	7%	6%	0%	F	0.095	F	0.575	750	F	2004	
(600)	3.24	380	F	86%	0%	1%	7%	6%	0%	F	0.111	F	0.8	390	F	2004	
(600)				To: Caroline County Line													
(601)	2.80	410	R			From:	50-614								NA	NA	05/03/2001
(601)				To: SR 30 West													
(601)	1.00	520	R			From:	SR 30 East								NA	NA	05/03/2001
(601)				To: Caroline County Line													
(602)	0.18	10	R			From:	0.18 MW 50-604								NA	NA	03/08/2004
(602)	0.30	20	R			To:	50-604								NA	NA	03/08/2004
(603)	1.25	110	R			From:	50-600								NA	NA	03/08/2004
(603)				To: Dead End													
(604)	North Carolina Rd	0.68	520	R		From:	50-605 Old Newcastle Rd								NA	NA	05/16/2001
(604)	Dabneys Mill Rd	5.95	280	R		To:	US 360 Richmond Tappahannock Hwy								NA	NA	05/01/2001
(604)	Dabneys Mill Rd	0.86	150	R		From:	50-652								NA	NA	05/01/2001
(604)	Dabneys Mill Rd	1.88	620	F	98%	0%	1%	0%	0%	F	0.121	F	0.601	640	F	2004	
(604)	Dabneys Mill Rd	2.70	230	F	98%	0%	1%	0%	0%	F	0.108	F	0.571	240	F	2004	
(604)	Herring Creek Rd	2.90	970	F	98%	0%	1%	0%	0%	C	0.100	F	0.755	1000	F	2004	
(604)	Herring Creek Rd	3.50	70	R		From:	50-628 Dorrell Rd								NA	NA	05/03/2001
(605)	Old Newcastle Rd	0.60	10	R		To:	50-600								NA	NA	03/08/2004
(605)	Old Newcastle Rd	2.60	110	R		From:	Dead End								NA	NA	03/08/2004
(605)	Old Newcastle Rd			To: 50-604 North Carolina Rd											NA	NA	03/08/2004
(605)	Old Newcastle Rd			To: US 360 Richmond Tappahannock Hwy											NA	NA	03/08/2004

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Route	Length	AADT	QA	4Tire	Bus	Truck					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail								
King William County																	
(605) Manfield Rd	2.92	1400	F	99%	0%	1%	0%	0%	0%	C	0.092	F	0.723	1500	F	2004	
(605) Manfield Rd	2.37	1100	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.58	1100	F	2004	
(606)	0.20	50	R	From: Dead End						NA					NA		03/18/2004
(606)	0.86	2000	F	99%	0%	1%	0%	0%	0%	C	0.108	F	0.678	2000	F	2004	
(606)	1.27	490	F	99%	0%	1%	0%	0%	0%	F	0.121	F	0.521	510	F	2004	
(607) Beadles Rd	0.50	410	R	From: SR 30 King William Rd						NA					NA		03/18/2004
(607) Millwood Rd	1.68	60	R	To: 50-608 W, Upshaw Rd						From: 50-608 E, Upshaw Rd					NA		03/18/2004
(607) Millwood Rd	0.03	40	R	To: 50-643 Millwood Court						From: 50-600 West River Rd					NA		03/18/2004
(608)	1.75	50	R	From: 50-600 WEST						NA					NA		03/08/2004
(608)	2.40	80	R	To: 50-628 WEST						From: 50-628 EAST					NA		03/08/2004
(608)	3.30	420	F	97%	0%	1%	0%	1%	0%	C	0.108	F	0.638	430	F	2004	
(608)	1.10	370	F	97%	0%	1%	0%	1%	0%	F	0.095	F	0.632	390	F	2004	
(608)	3.63	480	F	97%	0%	1%	0%	1%	0%	F	0.108	F	0.514	500	F	2004	
(609) Smokey Rd	2.20	260	F	90%	0%	6%	2%	1%	0%	C	0.123	F	0.5	270	F	2004	
(609) Smokey Rd	3.62	200	R	From: 50-604 Herring Creek Rd						To: 50-608 Globe Rd					NA		05/03/2001
(610)	3.70	210	R	From: 50-608 Globe Road						To: 50-600 West River Rd					NA		05/03/2001
(610)	1.60	210	R	From: 50-605						To: SR 30 EAST					NA		05/01/2001
(610)	2.79	140	R	From: SR 30 WEST						To: 50-608 SOUTH					NA		05/01/2001
(610)	0.71	110	R	From: 50-608 NORTH						To: 2.79 MN 50-608					NA		05/03/2001
(610)	0.71	110	R	From: 50-609						To: 50-609					NA		05/03/2001
(611) Venter Rd	2.84	950	F	99%	0%	0%	0%	1%	0%	C	0.113	F	0.541	980	F	2004	
(611) Venter Rd	0.70	1300	F	99%	0%	0%	0%	1%	0%	F	0.106	F	0.503	1300	F	2004	
(611) Venter Rd	0.76	2400	F	98%	0%	1%	1%	0%	0%	C	0.105	F	0.682	2500	F	2004	
				From: 50-606 Commins Rd						To: US 360 Richmond Tappahannock Hwy							

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Route	Length	AADT	QA	4Tire	Bus	Truck					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail									
King William County																		
(611) Walnut Lane	0.62	250	R			From: US 360 Richmond Tappahannock Hwy										NA	NA	03/22/2001
						To: Dead End												
(612)	0.75	80	R			From: SR 30 WEST										NA	NA	03/18/2004
						To: SR 30 EAST												
(613) Dunluce Rd	1.60	150	R			From: 50-618 Acquinton Church Rd									NA	NA	03/18/2004	
						To: 1.60 MN 50-618												
(613) Dunluce Rd	0.60	680	R			From: Hanover County Line									NA	NA	03/18/2004	
						To: 50-601												
(614)	2.28	880	F	99%	0%	0%	0%	0%	0%	C 0.132	F 0.827	910	F	2004				
						From: 50-601												
(614)	2.00	520	F	99%	0%	0%	0%	0%	0%	F 0.153	F 0.794	540	F	2004				
						To: 50-615												
(614)	1.39	410	R			From: 50-604									NA	NA	05/01/2001	
						To: 50-604												
(615)	2.88	560	F	95%	2%	2%	0%	1%	0%	F 0.128	F 0.811	580	F	2004				
						To: 50-652												
(615)	3.52	260	F	95%	2%	2%	0%	1%	0%	C 0.135	F 0.676	270	F	2004				
						To: 50-604												
(616)	1.10	200	R			From: Dead End									NA	NA	03/23/2004	
						To: SR 30												
(616)	0.85	120	R			From: 50-617									NA	NA	03/23/2004	
						To: 0.85 MN 05-617												
(616)	0.35	30	R			From: Dead End									NA	NA	03/23/2004	
						To: SR 30 WEST												
(617)	0.50	190	R			From: SR 30 WEST									NA	NA	03/23/2004	
						To: 50-616												
(617)	0.66	100	R			From: SR 30 MID									NA	NA	03/23/2004	
						To: SR 30 EAST												
(617)	0.74	10	R			From: SR 30 EAST									NA	NA	03/23/2004	
						To: SR 30 WEST												
(618) Mount Pleasant Rd	0.49	1200	F	98%	0%	1%	1%	1%	0%	F 0.101	F 0.718	1200	F	2004				
						To: 50-661; Acquinton Church Rd												
(618) Acquinton Church Rd	1.77	1300	F	98%	0%	1%	1%	1%	0%	C 0.092	F 0.617	1300	F	2004				
						To: 50-613 Dunluce Rd												
(618)	0.99	1100	F	98%	0%	1%	1%	1%	0%	F 0.093	F 0.724	1200	F	2004				
						To: 50-600												
(618)	3.10	750	F	98%	0%	1%	1%	1%	0%	F 0.103	F 0.691	780	F	2004				
						To: 50-629												
(619)	0.06	540	R			From: SR 30									NA	NA	05/14/2001	
						To: 50-1301												
(619)	2.10	330	R			From: 50-670									NA	NA	03/23/2004	

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						2Axle	3+Axle	1Trail	2Trail												
King William County																					
(620)	0.50	30	R			From:	SR 30 WEST								NA	03/23/2004					
(620)	0.50	70	R			To:	SR 30 MID								NA	03/23/2004					
(620)						From:	SR 30 EAST								NA	03/23/2004					
(621)	0.70	20	R			From:	Dead End								NA	03/29/2004					
(621)	2.09	80	R			To:	Dead End								NA	03/29/2004					
(621)	3.80	100	R			From:	50-600								NA	04/01/2004					
(622)	0.80	80	R			To:	50-632								NA	05/19/2001					
(622)						From:	50-632								NA	05/19/2001					
(623)	2.00	70	R			To:	50-633								NA	05/09/2001					
(623)						From:	50-633								NA	05/09/2001					
(624)	1.11	20	R			To:	50-640								NA	04/01/2004					
(624)						From:	Dead End								NA	04/01/2004					
(625)	0.65	380	R			From:	SR 30								NA	04/01/2004					
(625)						To:	50-634 WEST								NA	04/01/2004					
(625)	1.77	240	R			From:	50-640								NA	04/01/2004					
(625)						To:	50-640								NA	04/01/2004					
(625)	2.40	30	R			From:	2.40 MN 50-640								NA	04/01/2004					
(625)						To:	2.40 MN 50-640								NA	04/01/2004					
(625)	1.00	120	R			From:	50-626								NA	04/01/2004					
(625)	0.10	160	F			89% 5% 2% 2% 0% 0%	C	0.096	F	0.711	160	F	2004								
(625)	1.20	170	F			To:	50-640								NA	04/01/2004					
(625)						From:	50-640								NA	04/01/2004					
(625)	0.61	230	R			To:	1.20 MN 05-640								NA	04/01/2004					
(625)						From:	Cul-de-Sac								NA	04/01/2004					
(626)	2.57	170	F			From:	50-633								F	0.138	F	0.5	170	F	2004
(626)						To:	SR 30								C	0.107	F	0.5	130	F	2004
(626)	1.00	130	F			From:	50-625														
(626)	0.11	20	R			To:	50-640														
(627)	0.80	50	R			From:	SR 30 WEST								NA		NA		04/06/2004		
(627)						To:	SR 30 EAST														
(627)	0.20	47	R			From:	Dead End														
(628)	2.18	240	F			From:	50-604								F	0.112	F	0.656	250	F	2004
(628)						To:	50-608 WEST														
(628)	2.70	170	F			From:	50-600								F	0.106	F	0.568	170	F	2004
						To:	50-600														

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
King William County																	
(628)	2.36	340	F	93%	0%	2%	2%	3%	0%	C	0.109	F	0.722	350	F	2004	
				From:	50-600					To:	King & Queen County Line						
(629)	1.80	130	R			From:	50-600					NA			NA		04/23/2001
				To:	50-632							NA			NA		03/01/2001
(629)	1.62	490	R			From:	50-618										
				To:	SR 30 EAST					F	0.097	F	0.556	820	F	2004	
(629)	1.78	790	F	95%	0%	1%	1%	3%	0%								
				From:	SR 30 WEST												
(629)	2.20	2000	F	95%	0%	1%	1%	3%	0%	C	0.096	F	0.585	2100	F	2004	
				To:	King & Queen County Line												
(630)	1.20	70	R			From:	Dead End					NA			NA		05/09/2001
				To:	50-632 SOUTH												
(630)	2.52	130	R			From:	50-632 NORTH					NA			NA		05/09/2001
				To:	SR 30												
(631)	1.40	8	R			From:	Dead End					NA			NA		04/06/2004
				To:	SR 30												
(632)	2.60	280	R			From:	SR 30					NA			NA		05/09/2001
				To:	50-630 SOUTH												
(632)	3.50	200	R			From:	50-633					NA			NA		05/09/2001
				To:	50-623												
(632)	6.26	220	R			From:	50-621					NA			NA		05/09/2001
				To:	50-629												
(633)	0.10	9	R			From:	Dead End					NA			NA		05/09/2001
				To:	50-673												
(633)	3.05	180	F	99%	0%	0%	0%	1%	0%	C	0.111	F	0.526	180	F	2004	
				From:	50-626												
(633)	4.75	200	F	99%	0%	0%	0%	1%	0%	F	0.096	F	0.568	210	F	2004	
				To:	SR 30												
(634)	1.90	140	R			From:	Dead End					NA			NA		04/06/2004
				To:	SR 30 WEST												
(634)	1.30	120	R			From:	SR 30 EAST					NA			NA		04/01/2004
				To:	50-625 WEST												
(634)	0.70	30	R			From:	50-625 EAST					NA			NA		04/01/2004
				To:	Dead End												
(635)	0.40	10	R			From:	Dead End					NA			NA		05/07/2001
				To:	SR 30												
(635)	1.40	100	R			From:	50-645					NA			NA		05/07/2001
				To:	NCL West Point												
(636)	0.19	420	R			From:	50-702					NA			NA		05/21/2001
				To:													

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King William County															
(636)	1.70	140	R			From: NCL West Point					NA		NA	NA	05/21/2001
						To: SR 30 North									
(637)	0.70	70	R			From: 50-619					NA		NA	NA	03/23/2004
						To: 50-642									
(637)	0.60	10	R			From: Dead End					NA		NA	NA	03/23/2004
						To: Dead End									
(638) Mangohick Church Rd	0.10	8	R			From: Dead End					NA		NA	NA	03/08/2004
						To: SR 30 King William Rd									
(639)	1.10	100	R			From: Dead End					NA		NA	NA	05/01/2001
						To: 50-604									
(640)	4.82	40	R			From: 50-625 EAST					NA		NA	NA	05/07/2001
						To: 50-625 WEST									
(640)	1.20	250	R			From: SR 30					NA		NA	NA	05/07/2001
						To: SR 30									
(641)	0.70	50	R			From: Dead End					NA		NA	NA	03/23/2004
						To: Dead End									
(642)	0.50	20	R			From: 50-642					NA		NA	NA	03/23/2004
						To: Dead End									
(643) Millwood Ct	0.03	20	R			From: 50-607 Millwood Rd					NA		NA	NA	05/14/2001
						To: 50-600 West River Rd									
(644) Olde Footpath Rd	0.85	50	R			From: SR 30 W. King William Rd					NA		NA	NA	03/08/2004
						To: SR 30 E. King William Rd									
(645)	1.55	320	R			From: 50-636					NA		NA	NA	05/21/2001
						To: Dead End									
(646)	0.93	46	R			From: Dead End					NA		NA	NA	03/29/2004
						To: 50-623									
(647)	1.40	360	R			From: US 360					NA		NA	NA	03/22/2001
						To: 50-600									
(648)	0.15	210	R			From: SR 30					NA		NA	NA	03/23/2004
						To: 0.15 MN SR 30									
(648)	0.85	120	R			From: Dead End					NA		NA	NA	03/23/2004
						To: Dead End									
(649)	0.50	46	R			From: Dead End					NA		NA	NA	03/08/2004
						To: 50-605									
(649)	0.11	10	R			From: US 360					NA		NA	NA	03/08/2004
						To: SR 30									
(650)	1.07	50	R			From: Dead End					NA		NA	NA	04/23/2001
						To: Dead End									
(651)	1.00	20	R			From: Dead End					NA		NA	NA	04/06/2004
						To: 50-632									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King William County																
(652)	2.98	490	R			From:	50-615					NA		NA	NA	05/01/2001
						To:	50-604									
(653)	0.65	90	R			From:	Dead End					NA		NA	NA	03/08/2004
						To:	50-656									
(654)	2.30	200	R			From:	Dead End					NA		NA	NA	03/01/2001
						To:	50-618									
(655)	0.50	180	R			From:	Dead End					NA		NA	NA	03/23/2004
						To:	50-600									
(656)	0.16	100	R			From:	50-615 SOUTH					NA		NA	NA	03/08/2004
						To:	50-615 NORTH									
(657)	0.80	6	R			From:	Dead End					NA		NA	NA	04/06/2004
						To:	50-632									
(658)	0.55	70	R			From:	SR 30					NA		NA	NA	03/18/2004
						To:	Dead End									
(659)	0.25	110	R			From:	Dead End					NA		NA	NA	03/18/2004
						To:	50-608									
(660)	0.25	60	R			From:	50-632					NA		NA	NA	03/29/2004
						To:	Dead End									
(661)	0.86	310	R			From:	50-618					NA		NA	NA	05/01/2001
						To:	US 360									
(662) Sharon Rd	1.14	830	R			From:	US 360 W, Richmond Tappahannock Hwy					NA		NA	NA	05/14/2001
						To:	SR 30 King William Rd									
(662) Sharon Rd	0.21	600	R			From:	US 360 E, Richmond Tappahannock Hwy					NA		NA	NA	05/14/2001
						To:										
(663)	0.20	30	R			From:	50-629					NA		NA	NA	04/01/2004
						To:	Dead End									
(664)	1.52	210	R			From:	50-629					NA		NA	NA	05/21/2001
						To:	Dead End									
(665)	0.24	30	R			From:	Dead End					NA		NA	NA	03/29/2004
						To:	50-600									
(666)	0.72	30	R			From:	Dead End					NA		NA	NA	03/29/2004
						To:	50-600									
(667)	0.08	60	R			From:	US 360					NA		NA	NA	03/23/2004
						To:	50-662									
(668)	0.15	30	R			From:	50-630					NA		NA	NA	04/06/2004
						To:	Dead End									
(669)	0.10	40	R			From:	Dead End					NA		NA	NA	04/06/2004
						To:	SR 30									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
King William County																	
(670)	0.25	110	R			From: 50-619									NA	NA	05/14/2001
						To: Dead End											
(671)	0.90	70	R			From: SR 30 SOUTH									NA	NA	03/08/2004
						To: SR 30 NORTH											
(672)	0.35	20	R			From: Dead End									NA	NA	04/06/2004
						To: 50-633											
(673)	0.50	60	R			From: End Loop									NA	NA	03/29/2004
						To: 50-1401											
(673)	0.25	48	R			From: 50-1403									NA	NA	03/29/2004
						To: 50-1402											
(673)	0.30	60	R			From: 50-1402									NA	NA	03/29/2004
						To: Begin Loop											
(673)	0.05	150	R			From: 50-1400									NA	NA	03/29/2004
						To: 50-633											
(673)	1.00	110	F			From: 100% 0% 0% 0% 0%	0.106	C	0.5	110	F	2004					
						To: 50-605											
(674)	0.20	20	R			From: Dead End									NA	NA	05/01/2001
						To: 50-604											
(675)	0.21	100	R			From: 50-604									NA	NA	03/08/2004
						To: 50-676											
(676)	0.39	80	R			From: 50-604									NA	NA	03/08/2004
						To: 50-675											
(677) Recycle Rd	0.07	300	R			From: Dead End									NA	NA	04/01/2004
						To: SR 30 King William Rd											
(678)	0.60	20	R			From: Dead End									NA	NA	04/01/2004
						To: 50-629											
(679)	0.70	40	R			From: 50-633									NA	NA	04/01/2004
						To: Dead End											
(680)	0.18	50	R			From: SR 30									NA	NA	04/23/2001
						To: Dead End											
(681)	0.31	30	R			From: Dead End									NA	NA	04/01/2004
						To: 50-629											
(701)	0.40	30	R			From: Dead End									NA	NA	05/17/2001
						To: WCL West Point											
Town of West Point																	
(701)	0.20	60	R			From: WCL West Point									NA	NA	05/17/2001
						To: 50-1026											
(701)	0.58	700	F			From: 98% 1% 1% 0% 0%	0.103	C	0.533	730	F	2004					
						To: SR 30											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Town of West Point																	
(702)	0.07	300	R			From:	SR 30								NA		05/21/2001
						To:	50-636										
(1000)	0.28	70	R			From:	50-1013 NORTH								NA		04/06/2004
						To:	50-1013 SOUTH										
(1001)	0.50	150	R			From:	50-1002								NA		03/14/2001
						To:	Dead End										
(1002)	0.20	360	R			From:	50-1010								NA		03/14/2001
						To:	SR 30										
(1002)	1.02	1200	F			99%	0%	0%	0%	0%	C	0.100	F	0.613	1200	F	2004
						From:	50-1003										
(1002)	0.09	40	R			To:	0.09 MN 50-1003								NA		03/14/2001
						From:	SR 33										
(1003)	1.05	1200	F			98%	0%	0%	0%	1%	C	0.114	F	0.643	1300	F	2004
						To:	50-1004										
(1003)	0.30	790	F			98%	0%	0%	0%	1%	F	0.129	F	0.674	820	F	2004
						From:	50-1006										
(1003)	0.75	670	F			98%	0%	0%	0%	1%	F	0.125	F	0.503	690	F	2004
						To:	50-1002										
(1003)	0.28	710	R			From:	50-1014								NA		04/19/2004
						To:	NCL West Point										
(1003)	0.15	110	R			From:	0.15 MN 50-1014								NA		04/19/2004
						To:	SR 33										
(1004)	0.70	980	R			From:	50-1002								NA		03/14/2001
						To:	50-1006										
(1004)	0.20	840	R			From:	50-1003								NA		03/14/2001
						To:	50-1030										
(1005)	0.45	200	R			From:	50-1006								NA		03/14/2001
						To:	Dead End										
(1006)	0.93	1700	F			99%	0%	0%	1%	0%	C	0.095	F	0.587	1700	F	2004
						To:	50-1003										
(1007)	0.13	130	R			From:	50-1108								NA		05/16/2001
						To:	SR 30										
(1007)	0.20	210	R			From:	Dead End								NA		05/16/2001
						To:	Dead End										
(1008)	0.20	410	R			From:	Dead End								NA		05/16/2001
						To:	SR 30										
(1009)	0.16	60	R			From:	Dead End								NA		05/16/2001
						To:	SR 30										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Town of West Point																	
(1009)	0.06	1000	R			From:	SR 30					NA			NA		05/16/2001
						To:	Dead End										
(1010)	0.25	380	R			From:	50-701					NA			NA		05/17/2001
						To:	50-1002										
(1010)	0.40	410	R			From:	SR 30					NA			NA		05/17/2001
						To:	50-1002										
(1011)	0.05	110	R			From:	Dead End					NA			NA		05/17/2001
						To:	50-1002										
(1012)	0.13	150	R			From:	50-1108					NA			NA		05/16/2001
						To:	SR 30										
(1013)	0.50	90	R			From:	Dead End					NA			NA		04/06/2004
						To:	50-701										
(1013)	0.33	390	R			From:	50-1026					NA			NA		04/06/2004
						To:	50-1003										
(1014)	0.10	330	R			From:	50-1032					NA			NA		04/16/2004
						To:	50-1015										
(1015)	0.17	90	R			From:	50-1014					NA			NA		04/19/2004
						To:	50-1034										
(1016)	0.05	8	R			From:	50-1009					NA			NA		05/16/2001
						To:	Dead End										
(1017)	0.06	20	R			From:	50-1009					NA			NA		05/16/2001
						To:	Dead End										
(1018)	0.07	40	R			From:	Dead End					NA			NA		04/06/2004
						To:	50-701										
(1019)	0.10	80	R			From:	50-701					NA			NA		04/06/2004
						To:	50-1020										
(1020)	0.08	40	R			From:	Dead End					NA			NA		04/06/2004
						To:	50-1019										
(1020)	0.08	40	R			From:	Dead End					NA			NA		04/06/2004
						To:	50-1019										
(1021)	0.07	150	R			From:	SR 30					NA			NA		05/16/2001
						To:	50-1025										
(1022)	0.12	80	R			From:	50-1108					NA			NA		05/16/2001
						To:	SR 30										
(1023)	0.13	120	R			From:	50-1108					NA			NA		2004
						To:	SR 30										
(1024)	0.12	170	R			From:	50-1108					NA			NA		04/15/2004
						To:	SR 30										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of West Point																
(1024)	0.12	1600	R			From:	SR 30					NA		NA	NA	04/15/2004
						To:	50-1006									
(1025)	0.08	70	R			From:	50-1021					NA		NA	NA	05/16/2001
						To:	Dead End									
(1026)	0.17	160	R			From:	50-701					NA		NA	NA	04/06/2004
						To:	50-1028									
(1026)	0.11	100	R			From:	50-1027					NA		NA	NA	04/06/2004
						To:	50-1013									
(1026)	0.14	50	R			From:	50-1013					NA		NA	NA	04/06/2004
						To:	Dead End									
(1027)	0.06	40	R			From:	Dead End					NA		NA	NA	04/06/2004
						To:	50-1026									
(1028)	0.06	30	R			From:	Dead End					NA		NA	NA	04/06/2004
						To:	50-1026									
(1029)	0.08	200	R			From:	0.08 MN 50-1002					NA		NA	NA	05/17/2001
						To:	50-1002									
(1029)	0.21	90	R			From:	50-1010					NA		NA	NA	03/14/2001
						To:	50-1005									
(1030)	0.28	150	R			From:	50-1005					NA		NA	NA	03/14/2001
						To:	50-1004									
(1030)	0.29	170	R			From:	50-1003					NA		NA	NA	03/14/2001
						To:	50-1003									
(1031)	0.11	150	R			From:	50-1003					NA		NA	NA	04/19/2004
						To:	50-1032									
(1032)	0.12	49	R			From:	50-1014					NA		NA	NA	04/19/2004
						To:	50-1031									
(1032)	0.04	30	R			From:	Dead End					NA		NA	NA	04/19/2004
						To:	50-1006									
(1033)	0.22	180	R			From:	Cul-de-Sac					NA		NA	NA	04/19/2004
						To:	50-1036									
(1034)	0.08	70	R			From:	50-1036					NA		NA	NA	04/19/2004
						To:	50-1015									
(1036)	0.14	120	R			From:	50-1014					NA		NA	NA	04/19/2004
						To:	50-1034									
(1037)	0.16	210	R			From:	Dead End					NA		NA	NA	04/19/2004
						To:	50-1004									
(1038)	0.12	70	R			From:	Dead End					NA		NA	NA	04/19/2004
						To:	50-1006									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Town of West Point																	
(1039)	0.16	90	R			From:	50-1014					NA			NA		03/14/2001
						To:	Dead End										
(1040)	0.13	70	R			From:	SR 30					NA			NA		03/14/2001
						To:	Dead End										
(1041)	0.12	NA				From:	50-01004(B)/					NA			NA		
						To:	Dead End										
(1045)	0.11	80	R			From:	Dead End					NA			NA		04/19/2004
						To:	50-1003										
(1101)	0.22	980	R			From:	SR 33					NA			NA		03/14/2001
						To:	50-1114										
(1101)	0.29	310	R			From:	50-1120					NA			NA		03/14/2001
						To:	Dead End										
(1102)	0.06	40	R			From:	Dead End					NA			NA		04/15/2004
						To:	SR 296										
(1102)	0.08	300	R			From:	50-1129					NA			NA		04/15/2004
						To:	0.03 ME 05-1129										
(1102)	0.03	360	R			From:	SR 298					NA			NA		04/15/2004
						To:	Dead End										
(1102)	0.02	160	R			From:	Dead End					NA			NA		04/15/2004
						To:	Dead End										
(1103)	0.05	3	R			From:	Dead End					NA			NA		04/15/2004
						To:	SR 296										
(1103)	0.17	210	R			From:	SR 298					NA			NA		04/15/2004
						To:	Dead End										
(1103)	0.06	70	R			From:	Dead End					NA			NA		04/15/2004
						To:	Dead End										
(1104)	0.09	140	R			From:	Dead End					NA			NA		04/08/2004
						To:	SR 298										
(1104)	0.17	270	R			From:	SR 296					NA			NA		04/08/2004
						To:	Dead End										
(1104)	0.02	30	R			From:	Dead End					NA			NA		04/08/2004
						To:	SR 296										
(1105)	0.03	2	R			From:	Dead End					NA			NA		04/08/2004
						To:	50-1107										
(1105)	0.17	350	R			From:	SR 298					NA			NA		04/08/2004
						To:	Dead End										
(1105)	0.02	20	R			From:	Dead End					NA			NA		04/08/2004
						To:	SR 298										
(1106)	0.08	100	R			From:	Dead End					NA			NA		04/08/2004
						To:	50-1107										
(1106)	0.17	480	R			From:	SR 298					NA			NA		04/08/2004
						To:	Dead End										
(1106)	0.08	100	R			From:	Dead End					NA			NA		04/08/2004
						To:	SR 298										
(1106)	0.08	100	R			From:	Dead End					NA			NA		04/08/2004
						To:	Dead End										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of West Point															
(1107)	0.21	100	R			From:	50-1121				NA		NA	NA	04/08/2004
(1107)	0.06	150	R			To:	SR 298				NA		NA	NA	04/08/2004
(1107)	0.23	1000	R			From:	50-1110				NA		NA	NA	04/08/2004
(1108)	0.12	760	R			To:	SR 30				NA		NA	NA	04/15/2004
(1108)	0.19	80	R			From:	50-1118				NA		NA	NA	04/15/2004
(1108)	0.12	70	R			To:	50-1022				NA		NA	NA	04/15/2004
(1109)	0.23	470	R			From:	50-1007				NA		NA	NA	04/08/2004
(1109)	0.23	470	R			To:	50-1121				NA		NA	NA	04/08/2004
(1110)	0.09	240	R			From:	SR 298				NA		NA	NA	04/08/2004
(1110)	0.09	240	R			To:	50-1107				NA		NA	NA	04/08/2004
(1110)	0.08	290	R			From:	50-1129				NA		NA	NA	04/08/2004
(1110)	0.08	290	R			To:	SR 298				NA		NA	NA	04/08/2004
(1111)	0.25	100	R			From:	Dead End				NA		NA	NA	04/08/2004
(1111)	0.25	100	R			To:	50-1109				NA		NA	NA	04/08/2004
(1112)	0.03	20	R			From:	Dead End				NA		NA	NA	04/08/2004
(1112)	0.03	20	R			To:	50-1107				NA		NA	NA	04/08/2004
(1112)	0.16	140	R			From:	50-1109				NA		NA	NA	04/08/2004
(1112)	0.05	10	R			To:	Dead End				NA		NA	NA	04/08/2004
(1113)	0.15	360	R			From:	SR 30				NA		NA	NA	04/15/2004
(1113)	0.15	360	R			To:	50-1127				NA		NA	NA	04/15/2004
(1114)	0.15	230	R			From:	SR 30				NA		NA	NA	04/15/2004
(1114)	0.15	230	R			To:	50-1127				NA		NA	NA	04/15/2004
(1114)	0.05	NA				From:	50-01127(B)/				NA		NA	NA	
(1114)	0.05	NA				To:	Dead End				NA		NA	NA	
(1115)	0.15	270	R			From:	SR 30				NA		NA	NA	04/15/2004
(1115)	0.15	270	R			To:	50-1127				NA		NA	NA	04/15/2004
(1116)	0.16	410	R			From:	SR 30				NA		NA	NA	04/15/2004
(1116)	0.16	410	R			To:	50-1127				NA		NA	NA	04/15/2004
(1117)	0.16	100	R			From:	50-1107				NA		NA	NA	04/08/2004
(1117)	0.16	100	R			To:	50-1109				NA		NA	NA	04/08/2004
(1118)	0.08	46	R			From:	Dead End				NA		NA	NA	04/15/2004
(1118)	0.08	46	R			To:	50-1108				NA		NA	NA	04/15/2004
(1118)	0.07	490	R			From:	SR 30				NA		NA	NA	04/15/2004

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						2Axle	3+Axle	1Trail	2Trail								
Town of West Point																	
(1118)	0.14	360	R			From:	SR 30					NA			NA		04/15/2004
						To:	50-1127										
(1119)	0.14	110	R			From:	SR 30					NA			NA		04/03/2001
						To:	50-1127										
(1120)	0.08	290	R			From:	SR 30					NA			NA		04/03/2001
						To:	50-1101										
(1120)	0.08	60	R			From:	Dead End					NA			NA		04/03/2001
						To:	50-1107										
(1121)	0.08	190	R			From:	50-1107					NA			NA		05/17/2001
						To:	50-1129										
(1121)	0.08	220	R			From:	50-1109					NA			NA		05/17/2001
						To:	Dead End										
(1122)	0.08	130	R			From:	Dead End					NA			NA		04/03/2001
						To:	50-1108										
(1122)	0.08	990	R			From:	SR 30					NA			NA		04/03/2001
						To:	50-1127										
(1122)	0.13	500	R			From:	SR 30					NA			NA		04/03/2001
						To:	50-1127										
(1122)	0.02	70	R			From:	Dead End					NA			NA		04/03/2001
						To:	50-1107										
(1123)	0.16	210	R			From:	50-1107					NA			NA		05/17/2001
						To:	SR 298										
(1123)	0.02	80	R			From:	Dead End					NA			NA		05/17/2001
						To:	50-1107										
(1124)	0.09	40	R			From:	Dead End					NA			NA		04/19/2004
						To:	50-1001										
(1125)	0.08	130	R			From:	SR 30					NA			NA		04/15/2004
						To:	50-1101										
(1125)	0.06	20	R			From:	Dead End					NA			NA		04/15/2004
						To:	50-1101										
(1126)	0.02	10	R			From:	Dead End					NA			NA		03/14/2001
						To:	SR 296										
(1126)	0.05	30	R			From:	Dead End					NA			NA		03/14/2001
						To:	50-1114										
(1127)	0.02	160	R			From:	Dead End					NA			NA		04/03/2001
						To:	SR 33										
(1127)	0.22	520	R			From:	SR 33					NA			NA		04/03/2001
						To:	50-1114										
(1127)	0.18	380	R			From:	50-1114					NA			NA		04/03/2001
						To:	50-1116										
(1128)	0.05	50	R			From:	SR 298					NA			NA		05/17/2001
						To:	Dead End										
(1128)	0.05	50	R			From:	50-1116					NA			NA		05/17/2001
						To:	SR 298										

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						2Axle	3+Axle	1Trail	2Trail								
Town of West Point																	
(1129)	0.23	930	R			From:	50-1121							NA	NA	05/17/2001	
(1129)	0.10	1100	R			To:	SR 298							NA	NA	05/17/2001	
(1129)	0.17	2000	R			From:	50-1106							NA	NA	05/17/2001	
(1129)	0.23	2700	F	98%	0%	To:	SR 296				C	0.094	F	0.540	2800	F	2004
						From:	SR 33										
(1130)	0.20	250	R			To:	Dead End							NA	NA	03/14/2001	
King William County																	
(1201)	0.05	48	R			From:	Dead End							NA	NA	03/08/2004	
(1201)	0.51	110	R			To:	50-1203							NA	NA	03/08/2004	
(1201)	0.24	160	R			From:	50-1202							NA	NA	03/08/2004	
						To:	50-611										
(1202)	0.09	40	R			From:	50-611							NA	NA	03/08/2004	
						To:	50-1201										
(1203)	0.24	140	R			From:	50-611							NA	NA	03/08/2004	
						To:	50-1201										
(1205)	0.16	40	R			From:	50-600							NA	NA	03/23/2004	
						To:	Cul-de-Sac										
(1206)	0.21	90	R			From:	Cul-de-Sac							NA	NA	03/23/2004	
						To:	50-647										
(1210)	0.37	80	R			From:	50-1211							NA	NA	03/23/2004	
						To:	US 360; 50-662										
(1211)	0.04	20	R			From:	50-1210							NA	NA	03/23/2004	
						To:	50-1212										
(1211)	0.30	70	R			From:	50-1212							NA	NA	03/23/2004	
						To:	US 360; 50-667										
(1212)	0.09	30	R			From:	50-1211							NA	NA	03/23/2004	
						To:	50-1213										
(1212)	0.07	10	R			From:	50-1213							NA	NA	03/23/2004	
						To:	Cul-de-Sac										
(1213)	0.07	4	R			From:	50-1212							NA	NA	03/23/2004	
						To:	Cul-de-Sac										
(1216)	0.42	170	R			From:	50-606							NA	NA	03/23/2004	
						To:	50-1217										
(1217)	0.11	40	R			From:	Dead End							NA	NA	03/23/2004	
						To:	50-1216										

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						2Axle	3+Axle	1Trail	2Trail							
King William County																
(1217)	0.12	48	R			From:	50-1216				NA		NA		NA	03/23/2004
						To:	Dead End									
(1220)	0.28	120	R			From:	Dead End				NA		NA		NA	03/18/2004
						To:	50-600									
(1222)	0.04	NA				From:	50-1242				NA		NA		NA	
						To:	Cul-de-Sac									
(1223)	1.18	890	R			From:	Begin Loop				NA		NA		NA	03/14/2001
						To:	End Loop									
(1224)	0.26	80	R			From:	50-608; 50-659				NA		NA		NA	03/14/2001
						To:	Cul-de-Sac									
(1225)	0.12	420	R			From:	SR 30				NA		NA		NA	03/18/2004
						To:	50-1226									
(1225)	0.17	340	R			From:	50-1227				NA		NA		NA	03/18/2004
						To:	Cul-de-Sac									
(1226)	0.34	80	R			From:	Dead End				NA		NA		NA	03/18/2004
						To:	50-1225									
(1226)	0.09	30	R			From:	Dead End				NA		NA		NA	03/18/2004
						To:	50-1226									
(1227)	0.35	100	R			From:	Dead End				NA		NA		NA	03/18/2004
						To:	50-1225									
(1227)	0.45	100	R			From:	Dead End				NA		NA		NA	03/18/2004
						To:	50-1230									
(1228)	0.15	110	R			From:	50-1230				NA		NA		NA	03/18/2004
						To:	50-1229									
(1228)	0.16	420	R			From:	50-1231				NA		NA		NA	03/18/2004
						To:	Cul-de-Sac									
(1229)	0.12	140	R			From:	50-1228				NA		NA		NA	03/18/2004
						To:	50-1228									
(1230)	0.84	610	R			From:	50-1228				NA		NA		NA	03/18/2004
						To:	50-606									
(1231)	0.05	490	R			From:	50-1223				NA		NA		NA	03/18/2004
						To:	50-1228									
(1231)	0.11	120	R			From:	50-1230				NA		NA		NA	03/18/2004
						To:	50-1231									
(1231)	0.17	150	R			From:	Cul-de-Sac				NA		NA		NA	03/18/2004
						To:	50-1231									
(1232)	0.08	50	R			From:	Cul-de-Sac				NA		NA		NA	03/18/2004
						To:	50-1232									

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						2Axle	3+Axle	1Trail	2Trail							
King William County																
(1233)	0.41	150	R			From:	50-1230					NA		NA	NA	03/18/2004
						To:	Cul-de-Sac									
(1234)	0.13	5	R			From:	Cul-de-Sac					NA		NA	NA	05/14/2001
						To:	50-1235									
(1235)	0.10	590	R			From:	50-605					NA		NA	NA	03/08/2004
						To:	50-1239									
(1235)	0.23	290	R			From:	50-1239					NA		NA	NA	03/08/2004
						To:	50-1236 SOUTH									
(1235)	0.30	170	R			From:	50-1236 NORTH					NA		NA	NA	03/08/2004
						To:	50-1235 SOUTH									
(1236)	0.45	140	R			From:	50-1235 NORTH					NA		NA	NA	03/08/2004
						To:	Cul-de-Sac									
(1236)	0.13	70	R			From:	50-605					NA		NA	NA	03/08/2004
						To:	50-1238									
(1237)	0.12	190	R			From:	50-1237					NA		NA	NA	03/08/2004
						To:	Cul-de-Sac									
(1238)	0.32	130	R			From:	50-1235					NA		NA	NA	03/08/2004
						To:	Cul-de-Sac									
(1239)	0.17	60	R			From:	50-1235					NA		NA	NA	03/08/2004
						To:	Cul-de-Sac									
(1240)	0.18	70	R			From:	SR 30					NA		NA	NA	05/14/2001
						To:	50-611									
(1241)	0.09	330	R			From:	SR 30					NA		NA	NA	03/22/2001
						To:	50-1242 SOUTH									
(1241)	0.12	250	R			From:	50-1242 MID					NA		NA	NA	03/22/2001
						To:	50-1242 NORTH									
(1241)	0.08	210	R			From:	50-1242 NORTH					NA		NA	NA	03/22/2001
						To:	50-611									
(1242)	0.09	220	R			From:	50-1241 MID					NA		NA	NA	03/22/2001
						To:	50-1241 SOUTH									
(1242)	0.21	70	R			From:	50-1241 NORTH					NA		NA	NA	03/22/2001
						To:	Cul-de-Sac									
(1242)	0.22	NA				From:	50-1223					NA		NA	NA	
						To:	Cul-de-Sac									
(1243)	0.14	80	R			From:	50-1223					NA		NA	NA	03/18/2004
						To:	Cul-de-Sac									
(1244)	0.18	270	R			From:	50-1223					NA		NA	NA	03/18/2004
						To:	Cul-de-Sac									
(1245)	0.49	200	R			From:	50-1244					NA		NA	NA	03/18/2004
						To:	Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail							
King William County																
(1246)	0.07	30	R			From: Cul-de-Sac					NA		NA		NA	03/18/2004
						To: 50-1245										
(1247)	0.03	20	R			From: 50-1245					NA		NA		NA	03/18/2004
						To: Cul-de-Sac										
(1301)	0.21	80	R			From: SR 30 WEST					NA		NA		NA	05/14/2001
						To: 50-619										
(1301)	0.21	110	R			From: SR 30 EAST					NA		NA		NA	05/14/2001
						To: Dead End										
(1400)	0.68	70	R			From: 50-673					NA		NA		NA	03/29/2004
						To: Cul-de-Sac										
(1401)	0.35	100	R			From: Cul-de-Sac					NA		NA		NA	03/29/2004
						To: 50-673										
(1402)	0.30	50	R			From: Cul-de-Sac					NA		NA		NA	03/29/2004
						To: 50-673										
(1403)	0.30	30	R			From: Cul-de-Sac					NA		NA		NA	03/29/2004
						To: 50-673										
Town of West Point																
(9205)	0.11	380	R			From: 50-1006					NA		NA		NA	05/16/2001
						To: West Point Schools										
King William County																
(9214)	0.19	320	R			From: SR 30					NA		NA		NA	05/16/2001
						To: King William HS										
Town of West Point																
(9406)	0.11	390	R			From: 50-1004					NA		NA		NA	05/16/2001
						To: West Point HS										
(9407)	0.05	110	R			From: 50-1006					NA		NA		NA	04/19/2004
						To: 50-1006										
King William County																
(9466)	0.14	250	R			From: SR 30					NA		NA		NA	04/01/2004
						To: SR 30										